Message

From: Hansen, Heidi R (DNR) [heidi.hansen@alaska.gov]
Sent: 10/24/2017 10:10:10 PM
To: Forsgren, Lee [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=a055d7329d5b470fbaa9920ce1b68a7d-Forsgren, D]; Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]; Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]
CC: Goodrum, Brent W (DNR) [brent.goodrum@alaska.gov]; Peter-Contesse, Fabienne (DNR) [fabienne.peter-contesse@alaska.gov]; Ryckman, Mary Kay (DNR) [marykay.ryckman@alaska.gov]
Subject: RE: Nice to reconnect for very different reasons!

Fantastic, Lee – you're just the person we need to speak with. Please give Crystal Mary Kay's email address (CCed above) so they can find a time for all of us to connect.

Thank you again!!!

From: Forsgren, Lee [mailto:Forsgren.Lee@epa.gov]
Sent: Tuesday, October 24, 2017 12:00 PM
To: Hansen, Heidi R (DNR) <heidi.hansen@alaska.gov>; Brown, Byron <brown.byron@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>
Cc: Goodrum, Brent W (DNR) <brent.goodrum@alaska.gov>; Peter-Contesse, Fabienne (DNR) <fabienne.peter-contesse@alaska.gov>
Subject: RE: Nice to reconnect for very different reasons!

Heidi,

I would be happy to work with you on the issue. By way of background, in a previous life I handled maritime issues (including ship disposal) for Representative Don Young of Alaska. I am familiar with some of the underlying legal issues. Crystal Penman from my office will find a time for us to talk.

Regards,
Lee

D. Lee Forsgren
Deputy Assistant Administrator
Office Of Water
Environmental Protection Agency
1200 Pennsylvania Avenue, VW
Room 3219 WJCE
Washington, DC 20460
Phone: 202-564-5700
Forsgren.Lee@epa.gov

From: Hansen, Heidi R (DNR) [mailto:heidi.hansen@alaska.gov]
Sent: Tuesday, October 24, 2017 3:06 PM
To: Brown, Byron <brown.byron@epa.gov>; Forsgren, Lee <Forsgren.Lee@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>
Cc: Goodrum, Brent W (DNR) <brent.goodrum@alaska.gov>; Peter-Contesse, Fabienne (DNR) <fabienne.peter-contesse@alaska.gov>
Subject: RE: Nice to reconnect for very different reasons!

Oh gosh, Byron – I hope everything turned out ok for you and the family!!! Please give Lesley my best.

Thank you so much for connecting me.

Lee and Troy, I would like to connect you to the Department of Natural Resources Director for Mining, Land, and Water, Brent Goodrum, and Office of Law's Peter Caltagirone who is the attorney assisting Brent on the issue. Brent and Peter are dealing with an issue that they could really use some timely help / brainstorming. There is a ship that is sinking off the coast of Alaska, and we wanted to connect with EPA to see if you all had any good ideas about quick solutions, perhaps explore requirements and nuances of 40 C.F.R. § 229.3, etc. I include Peter not as any sort of posturing but purely in case he can help with the brainstorming /dialogue since he is both intimately familiar with the case at hand and also some of the relevant authorities.

We would really appreciate it if you could get back to us soonest with the best forum for a dialogue.

Thank you so much,
Heidi

From: Brown, Byron [mailto:brown.byron@epa.gov]
Sent: Tuesday, October 24, 2017 10:54 AM
To: Hansen, Heidi R (DNR) <heidi.hansen@alaska.gov>
Cc: Forsgren, Lee <Forsgren.Lee@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>
Subject: Re: Nice to reconnect for very different reasons!

Sorry Heidi I have been out the past week and a half due to a family emergency. I am copying Lee Forsgren in the Office of Water and Troy Lyons in the Office of Congressional and Intergovernmental Relations.

Sent from my iPhone

On Oct 24, 2017, at 11:32 AM, Hansen, Heidi R (DNR) <heidi.hansen@alaska.gov> wrote:

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>
> Thanks!
>
> **From:** Hansen, Heidi R (DNR)
> **Sent:** Monday, October 16, 2017 2:24 PM
> **To:** Byron Brown (Brown.byron@epa.gov) <Brown.byron@epa.gov>
> **Subject:** Nice to reconnect for very different reasons!
>
> Hey Byron -
>
> I hope you're likely your work at EPA! I don't know whether Lesley mentioned to you or not, but I have moved to Alaska – took a job with the State as Deputy Commissioner for the Department of Natural Resources.
>
> I wondered if you might be able to help me expedite an ask within EPA? Do you know to whom I would direct communications about the attached authority related to a sinking boat? If so, would you mind sending me their contact information?
>
> I would be much obliged,
> Heidi

<2293 Transportation and disposal of vessels.pdf>

Message

From: Hansen, Heidi R (DNR) [heidi.hansen@alaska.gov]
Sent: 12/6/2017 9:52:02 PM
To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
Subject: Re: Today

Disregard - I've got an escort - en route!!

Sent from my iPhone

> On Dec 6, 2017, at 3:07 PM, Brown, Byron <brown.byron@epa.gov> wrote:
>
> Yes, I should be free after 4 pm. I am in room 3304 of the north building, but if you are in a different location let me know where you will be and I can come meet you.
>
> -----Original Message-----
> From: Hansen, Heidi R (DNR) [mailto:heidi.hansen@alaska.gov]
> Sent: Wednesday, December 6, 2017 9:27 AM
> To: Brown, Byron <brown.byron@epa.gov>
> Subject: Today
>
> Hey Byron - I'm going to be in the building for a meeting from 3-4. Any chance you will be around afterward for me to stop by to say hi and thank you in person?!
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Message

From: Hansen, Heidi R (DNR) [heidi.hansen@alaska.gov]
Sent: 12/6/2017 9:41:49 PM
To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
Subject: Re: Today

I'm in west

We just finished and they say I can't get there from here....

Sent from my iPhone

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Sent: 10/24/2017 7:56:28 PM
To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]; Hansen, Heidi R (DNR) [heidi.hansen@alaska.gov]
CC: Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Penman, Crystal [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=93662678a6fd4d4695c3df22cd95935a-Penman, Crystal]
Subject: RE: Nice to reconnect for very different reasons!

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Regards,
Lee

D. Lee Forsgren
Deputy Assistant Administrator
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1200 Pennsylvania Avenue, VW
Room 3219 WJCE
Washington, DC 20460
Phone: 202-564-5700
Forsgren.Lee@epa.gov

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To: Hansen, Heidi R (DNR) <heidi.hansen@alaska.gov>
Cc: Forsgren, Lee <Forsgren.Lee@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>
Subject: Re: Nice to reconnect for very different reasons!

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I would be much obliged,
Heidi

<2293 Transportation and disposal of vessels.pdf>

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To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
Subject: Re: Today

We are still meeting - I will shoot you an email as soon as we are done! ☺

Sent from my iPhone

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>
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> Sent from my iPhone

Message

From: Lauf, Robbie [rlauf@nd.gov]
Sent: 10/11/2017 9:02:32 PM
To: Martin, Laurie M. [lmartin@nd.gov]
CC: Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]; Cory, Preston (Katherine) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bfd80b15f6d04a3ba11fc8ca3c85bc50-Cory, Kathe]; Sorel, Thomas K. [tsorel@nd.gov]; Henke, Ron J. [rhenke@nd.gov]; Bachmeier, Levi [lebachmeier@nd.gov]; Uecker, Jodi [juecker@nd.gov]; Sanford, Brent [bsanford@nd.gov]
Subject: Re: Infrastructure Project Examples
Attachments: Infrastructure Needs request EPA 10-2-17.docx; ATT00001.htm

Thank you, looping in the LG, Jodi and Jace as an FYI as well.

Robert Lauf
Policy Advisor | Governor of North Dakota
701.261.8235
rlauf@nd.gov

On Oct 11, 2017, at 2:46 PM, Martin, Laurie M. <lmartin@nd.gov> wrote:

SENT ON BEHALF OF THOMAS K. SOREL, DIRECTOR, NDDOT

As requested by Troy Lyons, attached is North Dakota Department of Transportation's submission of Priority Infrastructure Needs across the State of North Dakota.

Thomas K. Sorel, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
tsorel@nd.gov
701-328-2581

<Infrastructure Needs request EPA 10-2-17.docx>

Memorandum

To: Environmental Protection Agency (EPA)

From: Tom Sorel – Director, North Dakota Department of Transportation

Date: October 3, 2017

Subject: Priority Infrastructure Needs across the state of North Dakota

Thank you for reaching out to us on the very important subject of Infrastructure Needs. Infrastructure is the key to reducing our nation's trade deficit and strengthening our economy. While EPA is looking for a list of projects to bring to an infrastructure commission considering possible investments, we believe you should also note that a formula based approach to distributing funds to states is the best way to most efficiently and effectively put the money to work immediately.

In North Dakota we recently completed a roadway infrastructure needs study for State Highways, County and Urban Roadways. Those studies showed that we have a need of over $2.6 Billion Dollars just in the next two years alone. While you are looking for a list of projects, I need to stress that this short project list does not do justice to the needs we are experiencing all across the state of North Dakota. This $2.6 Billion in needs includes projects ranging from preventive maintenance type projects all the way to major reconstruction. Each of these projects is equally and vitally important to maintaining our infrastructure in North Dakota, which supports agriculture and energy development which in return reduces the trade deficit, therefore improving the United States economy. These investments will also create direct jobs during construction and support the maintenance and creation of jobs in many industries after construction.

I thank you for the opportunity to identify some of our infrastructure investment needs in the state of North Dakota, and I look forward to working with you on this important initiative. See list of projects below:

ND 1804

North Dakota Highway 1804 is one of the main roadways serving the city of Williston, ND. ND 1804 traverses east-west right through the heart of the Bakken Oil play. The Bakken Shale is one of the largest oil developments in the U.S. in the past 40 years. ND ranks second to Texas in terms of oil production and ND is one of the states with the lowest unemployment rates in the country. From 2007-2015 truck vehicle miles traveled within the state increased by 88%. ND 1804 is critical to freight movement within the state of ND.

Cost Estimate: **$78.3 Million Dollars**

Number of Jobs Created: **1,018**

I-94

Interstate 94 is the northernmost east-west Interstate Highway in the US connecting the High Plains, Upper Midwest, and Great Lakes regions. North Dakota focuses on preserving and maintaining a high degree of mobility and reliability on I-94 as it is a critical roadway to support North Dakota's strong economy which in turn

provides needed outputs for national and international consumption and stimulates additional national economic growth. In addition I-94 is part of the STRAHNET (Strategic Highway Network) that is critical to the Department of Defense's domestic operations:

Cost Estimate: **$220 Million Dollars**

Number of Jobs Created: **2,860**

US 2

US Highway 2 is an east-west US Highway spanning 2,571 miles across the northern United States. The western segment of US Highway 2 spans from Everett, Washington to St. Ignace, Michigan. The US Highway 2 corridor within North Dakota is predominantly a four lane divided highway on the National Highway System. NDDOT focuses on this corridor to maintain a high degree of reliability and mobility since it supports and promotes international, national, regional and statewide trade and economic activity. Movements on this highway are primarily long-distance, interstate and intrastate traffic. Six major highways within the state intersect US Highway 2 and provide important routes to the border at Canada or connections deep into southern USA. Two air force bases supporting national security are served by US Highway 2; Grand Forks Air Force Base and Minot Air Force Base.

Cost Estimate: **$135.5 Million Dollars**

Number of Jobs Created: **1,762**

I-29

Interstate 29 begins in Kansas City, Missouri and connects Iowa, North Dakota, and South Dakota to the Canadian border in northern North Dakota. I-29 is regionally and nationally significant since it carries substantial national and international freight and connects the Dakotas with domestic and foreign markets. I-29 is a Congressionally Designated High Priority Corridor. The northern terminus of I-29 is the Pembina-Emerson Border crossing. The Pembina-Emerson border crossing is the busiest border crossing between Blaine, Washington and Detroit, Michigan and the fifth busiest along the Canada-United States border.

Cost Estimate: **$137.5 Million Dollars**

Number of Jobs Created: **1,788**

US 83

US 83 is one of the longest north-south US highways in the US stretching from the Canada border in North Dakota to the Mexico border in Texas. It is part of the CNATC (Central North American Trade Corridor) which strives to strengthen North America's backbone and is currently investigating possibilities of creating an autonomous friendly corridor. It is the central north-south route in the state and supports North Dakota's energy, agricultural and manufacturing sectors. The Minot Air Force Base is located on US 83 and the corridor is

part of the STRAHNET (Strategic Highway Network) that is critical to the Department of Defense's domestic operations.

Cost Estimate: **$61.3 Million Dollars**

Number of Jobs Created: **797**

US 85

The US 85 corridor in North Dakota was an important component during the recent Bakken Oil play within the state. Recognizing the importance of the corridor to supporting the economic situation, the state of North Dakota rapidly invested significant amounts of state funds to address growing needs in the area. Even with the current downturn in the oil market the region continues to have needs resulting from the rapid growth and the corridor continues to be vital to the energy industry nationally and internationally. The US 85 corridor is designated as the Theodore Roosevelt Expressway which makes up a third of the Ports to Plains Alliance corridor stretching from Mexico to Canada.

Cost Estimate: **$65.6 Million Dollars**

Number of Jobs Created: **853**

Statewide Transit Bus Needs

Transit capital funds have long fallen short of the needs in the state. As you know, ND is a very rural state. Because of our rural nature, people must travel long distances for Medical Appointments, and in many cases shopping for essential goods. Many elderly and disabled rely on the Transit System as their only means of transportation. If it weren't for the Transit System, many of these folks would end up moving into subsidized living facilities which would cost the State and Federal Government far more. Currently ND has 325 Transit Busses in the State. Of those 164 (over 50%) have met or exceed the federal guidelines for the life expectancy of a transit bus.

Cost Estimate: **$26.7 Million Dollars**

Number of Jobs Created: **347**

Note: The Number of Jobs created was calculated using AASHTO's estimation that $1 Billion in Federal and Transit Investment would support 13,000 jobs for one year.

Message

From: Martin, Laurie M. [lmartin@nd.gov]
Sent: 10/11/2017 7:46:51 PM
To: Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]; Cory, Preston (Katherine) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bfd80b15f6d04a3ba11fc8ca3c85bc50-Cory, Kathe]
CC: Lauf, Robbie [rlauf@nd.gov]; Sorel, Thomas K. [tsorel@nd.gov]; Henke, Ron J. [rhenke@nd.gov]
Subject: Infrastructure Project Examples
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To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
CC: Bodine, Susan [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=8c2cc6086fcc44c3be6b5d32b262d983-Bodine, Sus]
Subject: Re: EPA Determines Risks from Hardrock Mining Industry Minimal and No Need for Additional Federal Requirements

Thank you so much, Byron! I was most interested to hear hte news and forwarded it on to many interested stakeholders!!

I am enjoying my job immensely, and am actually out in DC trying to set up, among other things, a meeting with your EPA waters folks - thank you again for connecting us! If you have any spare time for coffee (I realize 'spare' time is an understatement, please let me know - I'm here for a couple of weeks and would love to connect!!

Susan - How are you enjoying your new role at EPA?!

Thank you both for everything that you're doing!!! We appreciate it!!!

Best, Heidi

Sent from my iPhone

On Dec 1, 2017, at 7:23 PM, Brown, Byron <brown.byron@epa.gov> wrote:

> Heidi – hope you are well and enjoying your new job. Thought you would be interested in this news. – Byron
>
> **From:** EPA Press Office
> **On Behalf Of** EPA Press Office
> **Sent:** Friday, December 1, 2017 6:00 PM
> **Subject:** EPA Determines Risks from Hardrock Mining Industry Minimal and No Need for Additional Federal Requirements

EPA Determines Risks from Hardrock Mining Industry Minimal andNo Need for Additional Federal Requirements

WASHINGTON (December 1, 2017) - Today the U.S. Environmental Protection Agency (EPA) announced that the Agency will not issue final regulations for financial responsibility requirements for certain hardrock mining facilities.

"After careful analysis of public comments, the statutory authority, and the record for this rulemaking, EPA is confident that modern industry practices, along with existing state and federal requirements address risks from operating hardrock mining facilities," **said EPA Administrator Scott Pruitt.** "Additional financial assurance requirements are unnecessary and would impose an undue burden on this important sector of the American economy and rural America, where most of these mining jobs are based."

EPA published proposed regulations under section 108(b) of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, or Superfund) on January 11, 2017, and the public comment period closed on July 11, 2017. EPA has decided not to issue final regulations because the risks associated with these facilities' operations are addressed by existing federal and state programs and industry practices. EPA was under a court-ordered deadline to take final action on this rulemaking by December 1, 2017. The decision not to issue final rules under CERCLA section 108(b) will be published in the Federal Register.

EPA has analyzed the need for financial responsibility requirements under CERCLA section 108(b) based on the degree and duration of risk associated with the production, transportation, treatment, storage, and disposal of hazardous substances from current hardrock mining operations, as well the risk of taxpayer funded cleanups at facilities operating under modern management practices and modern environmental regulations. That risk is identified by examining: the management of hazardous substances at such facilities; federal and state regulatory controls on that management and federal and state financial responsibility requirements; and, the payment experience of the Fund in responding to releases.

EPA concluded the degree and duration of risk associated with the modern production, transportation, treatment, storage or disposal of hazardous substances by the hardrock mining industry does not present a level of risk of taxpayer funded response actions that warrant imposition of financial responsibility requirements under CERCLA for this sector. This determination reflects EPA's interpretation of the statute, EPA's evaluation of the record for the proposed rule, and the approximately 11,000 public comments received by EPA on this rulemaking.

State mining and environmental regulators, as well as other federal agencies and the regulated community and financial sectors, commented that the proposed requirements would potentially interfere with state and local mining regulations, were unnecessary, and would be difficult to implement. This decision does not in any way affect EPA's authority to take appropriate response actions under CERCLA.

"I urged then President-elect Trump to stop the EPA's overreach into state regulation harming Montana businesses," said **U.S. Senate Western Caucus Chairman Steve Daines (R-MT).** "Instead of threatening the very industries that are a backbone of our Western economies, we need to support American families and American businesses to secure our mineral and energy independence. I am pleased the EPA has taken action."

“I am grateful for Administrator Pruitt’s leadership in eliminating this costly, duplicative, and job-killing rule,” **said Arizona Governor Doug Ducey.** "Arizona already has financial responsibility protections in place for hardrock mines and does not need a duplicative federal program that will unnecessarily burden a key Arizona industry."

“I am thankful that the EPA and Administrator Pruitt have decided to reject the proposed CERCLA rule,” **said Idaho Governor Butch Otter.** “This is another victory for returning power to the states.”

“The pending CERCLA 108(b) rulemaking has been at the top of my agenda,” **said Nevada Governor Brian Sandoval.** “The success of Nevada’s robust mine bonding program protects public safety and our environment and ensures our critical mining industry can operate with certainty. I applaud the EPA for their thoughtful approach and thorough review of the proposed rule, for seeking comments from a diverse set of stakeholders and ultimately, for making the right decision. Today’s action by the Administrator recognizes the reality that the states have been capably regulating mine bonding without interference from Washington and should be allowed to continue to do so.”

“States have developed comprehensive financial responsibility programs for hardrock mining in the 30 years since the passage of CERCLA 108(b)(1),” **said Jim Ogsbury, executive director of the bipartisan Western Governors’ Association.** “These programs require operators to comply with state regulations, implement reclamation and post-closure plans, and post financial assurance to minimize risks to public health and the environment. Western Governors appreciate EPA’s decision regarding its proposed financial assurance requirements under CERCLA 108(b), which would have duplicated or supplanted existing and proven state financial assurance regulations.”

"EPA's actions to rescind the CERCLA 108(b) financial assurance rule is another positive step by EPA in eliminating redundant regulations and recognizing the importance of cooperative federalism," **said Todd Parfitt, director of Wyoming Department of Environmental Quality.**

A pre-publication version of this action may be viewed at: https://www.epa.gov/superfund/proposed-rule-financial-responsibility-requirements-under-cercla-section-108b-classes

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U.S. Environmental Protection Agency
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Newsroom

Message

From: Wolff, Cheryl [cheryl.wolff@nebraska.gov]
Sent: 10/17/2017 6:58:14 PM
To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
CC: Miltenberger, Matt [matt.miltenberger@nebraska.gov]; Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Cory, Preston (Katherine) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bfd80b15f6d04a3ba11fc8ca3c85bc50-Cory, Kathe]
Subject: Nebraska Infrastructure projects
Attachments: Master Project Readiness List 10-17-2017.xlsx

Byron Brown,

In late September, Governor Rickett's office was contacted requesting examples of infrastructure projects identified by governors as being "shovel ready" but lacking funding. Per that request, Nebraska is submitting the attached spreadsheet listing projects separated by type of infrastructure project.

Please contact me if you have any additional questions on the attached document.

Best,
Cheryl

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NDOT Transportation System Projects

Projects Ready for Construction in Six Months

Highway / Location	Project Location	Jurisdiction	Project Length (mi.)	Type of Improvement	Estimate Total
US-75	Murray - Plattsmouth	NDOT	6.80	Expand US-75 Expressway from two to four lanes	$43,000,000
US-385	L62A North	NDOT	14.20	Expand North-South Federal High Priority Corridor US-385 from two to four lanes	$34,000,000
156th St	West Dodge - Corby St.	Omaha	2.40	Construct Four Lane Urban Roadway	$16,000,000

Projects Ready for Construction in One Year

Highway / Location	Project Location	Jurisdiction	Project Length (mi.)	Type of Improvement	Estimate Total
I-80	Brule - Ogallala	NDOT	10.2	Replace 4 lanes of Interstate-80 pavement on the national freight corridor	$58,000,000
I-80	Big Springs West	NDOT	7.4	Replace 4 lanes of Interstate pavement and the Interchange at Interstate 76 on the national freight corridor	$55,000,000
I-80	Chappell - N-27	NDOT	9.6	Replace 4 lanes of concrete pavement on the national freight corridor	$54,000,000
180th St	W Dodge - W Maple	Omaha	2.00	Expand urban corridor to 4 lanes includes roads and bridges	$40,000,000
I-80	Dawson Co Line - Odessa	NDOT	9.25	Replace 4 lanes of Interstate concrete pavement on the national freight corridor	$41,000,000
Q St	Bridge from 26th St to 27th St	Omaha	0.20	Replace a vehicle viaduct	$17,700,000
12th Ave	12th Ave over UPRR	Columbus	0.50	Construct a new vehicle Viaduct	$16,200,000
108th	Madison to Q St	Omaha	1.00	Expand urban corridor to 4 lanes	$8,000,000

[Date]

Project Proponent	Project Type	Project Name
Papio-Missouri River NRD	Infrastructure Protection	Flood Control Reservoir WP1, 180th and Fort Streets, Omaha, NE
Lower Platte North NRD	Infrastructure Protection	Wahoo Creek Flood Detention Sites 26 and 27

Papio-Missouri River NRD	Infrastructure Protection	Bellevue/Offutt Air Force Base Levee
Lower Platte South NRD	Infrastructure Protection	Salt Creek Flood Control Project (Deadmans Run)
Archer Daniels Midland Company (ADM), Lower Loup NRD, City of Columbus	Water Supply Infrastructure	ADM Groundwater Recharge and Supply Project
Papio-Missouri River NRD	Infrastructure Protection	Flood Control Reservoir WP4, 204th and Schram Road, Gretna, NE

Middle Niobrara NRD	Infrastructure Protection	Long-Pine Creek Restoration
Papio-Missouri River NRD	Infrastructure Protection	Flood Control Reservoir WP2, 180th and Giles Road, Sarpy County, NE
Clay County Sanitary Improvement District No. 1	Water Supply Infrastructure	Naval Ammunition Depot Groundwater Enhancement and Preservation Project
Nebraska Bostwick Irrigation District, Nebrasaka Public Power District, and other Nebraska Irrigation Districts	Water Supply Infrastructure	Irrigation Water Supply Infrastrure Improvements

City of Clarkson, Colfax County, USACE, and NEMA	Infrastructure Protection	Levee and bridge project
City of Fairbury, Jefferson County, NE, Union Pacific Railroad, and NEMA	Infrastructure Protection	Flood gates for levee system

Project Description	Total Estimated Project Costs
The WP1 flood control reservoir is identified in both the original NRCS Work Plan and the Partnership's Papillion Creek Watershed Management Plan as an essential site with the primary purpose of managing excess water (flooding). Due to the continued and rapid urbanization of the watershed, the project is needed to reduce the risk of loss of human life and significant damage to infrastructure, utilities, property as well as improvement of the stream water quality and wildlife habitat. This structure is located on a tributary to the West Papillion Creek which is a flood prone creek in the Omaha metro area. Downstream on the West Papillion Creek are levees that are no longer functioning as designed because of increased flows from development. Implementation of the proposed WP1 structure along with other flood control structures in the watershed reduce the flood risk through a large portion of the Omaha metropolitan area. The existing benefit data available is a benefit-to-cost ratio for the existing NRCS Papillion Creek Work Plan. This shows the B/C of the overall plan (which includes this structure) to be 1.7, comprised of average annual benefits that are primarily agricultural flood damage and damage to rural communities. The watershed has urbanized since this last analysis of the work plan and although costs to construct these projects have increased dramatically, the land and infrastructure protected by the structures has increased dramatically as well. A recent analysis completed in July 2017 for the PMRNRD calculated the quantifiable benefits provided by existing and proposed flood control dams in the Papillion Creek Watershed Plan. In urban areas, the quantifiable benefits of these structures include flood damage reduction, flood insurance premium reduction, recreation benefits and property tax increases. These benefits assessed on an average annual benefit show over a 100 year project life show the flood control reservoirs in the Partnerships Watershed Management Plan to be cost effective.	$15,788,000
The LPNNRD is proposing construction of two regional detention basins within the Wahoo Creek Watershed. Sites 26 and 27 were identified in the Plan/EIS (LPNNRD 1998) to provide a reduction in flood damages, reduce the threat of loss of life, reduce sedimentation, erosion, and scour, and to improve wildlife and stream habitat quality within the watershed. This was developed to address a long history of flooding within the watershed, which consists of approximately 430 square miles in Saunders County, NE. The Plan/EIS (LPNNRD 1998) includes sixteen (16) storm water detention basins and one multi-purpose dam and provides detailed information on the alternatives studied and their feasibility. Sites 26 and 27 will attenuate flood flows and assist in protecting lives, property, and infrastructure. This project will also provide extensive benefits in the form of reduced erosion, reduced sedimentation, enhanced fish habitat, wetland and upland wildlife habitat, and enhanced stream and water quality.	$5,281,990

This project includes modifications to two (2) Federal Levee Systems located in Sarpy County, Nebraska; R-613 and R-616-613. These urban levee systems are approximately 18.6 miles in total length and protect over 6,700 acres including some of the most critical infrastructure in the State of Nebraska. This critical infrastructure is as follows; (1) Offutt Air Force Base; (2) Papillion Creek Wastewater Treatment Plant; (3) City of Bellevue and Sarpy County current and planned developments; (4) U.S. Highways 75 and 34; (5) Union Pacific (UPRR) and Burlington-Northern Santa Fe Railroads (BNSF). Due to the urban setting, potential loss-of-life and financial consequences of the project's failure, the project risk is determined to be high. The modifications to these levee systems can be defined as work which is necessary to meet FEMA accreditation requirements, as is set forth in 44 CFR 65.10, and all current design and floodplain management standards.	$30,200,000
This project is located in the Salt Creek watershed and is located east of 56th Street north of Cornhusker Highway in Lincoln. There has been frequent property flooding in the past in this area after minor storm events. The City of Lincoln in coordination with the NRD is seeking to rehabilitate the existing channel to prevent future major property flooding. This project includes widening a portion of the channel, replacing the box culvert at Fletcher Avenue, and stabilizing a portion of the bank to prevent erosion from threatening existing structures. The design is complete and ROW is being finalized. The design was 75% funded by FEMA and the City is currently working to obtain a 75% FEMA cost share for construction. The total estimated costs for completion of the project is $4 million.	$4,000,000
The southeast portion of Columbus, NE is experiencing significant groundwater level declines. The Lower Loup NRD is charged with managing groundwater resources in the Columbus area. The proposed project utilizes available surface water coupled with a groundwater recharge system that will provide a sustainable water resource, all while working with local government and industry partners to augment water supplies and maintain an efficient/economical balance between current users and future demands. The project will recycle an equivalent amount of ADM discharge water into Lost Creek Channel and Christopher's Cove. Check structures will regulate the water and pond it in the channel. Feasibility study results suggests the project will increase groundwater levels more than 10 feet and local lakes will recover to their planned elevations. The Lower Loup NRD, City of Columbus, homeowners, and ADM are all contributing financing and technically to the project to help find solutions aimed at ensuring adequate water resources exist for the various municipal and industrial demands in the area.	$2,040,000
The WP4 flood control reservoir provides immediate flood protection for two subdivisions, Forest Run and Lyman Hylands. The residents have a history of flooding issues due to upstream development and culvert sizing. Additional development in the drainage area is planned. The ultimate solution to relieve the existing flooding is the installation of the WP4 flood control structure. This structure has a drainage area of 563 acres. The annual benefits of these urban area projects include flood damage reduction to property, infrastructure and utilities, flood insurance premium reduction, recreation and property tax increase.	$11,720,000

The Long Pine Creek Watershed Plan and associated Sand Draw Creek Restoration Plan evaluated 13 sub-watersheds and identified the causes of potential infrasture related issues and water quality impairments in the area. The plans outline a long term, comprehensive, and phased approach at addressing the causes of watershed problems. The design plans were finalized in 2016; and through a robust public engagement process the following four sub-watersheds were identified as high priority; Sand Draw Creek, Middle Bone Creek, Willow Creek, and Middle Long Pine Creek. Priority locations for restoration practices and grade control structures were identified along the lower reach of Sand Draw Creek. These actions will improve grade control, enhance stream bank stability, reduce down cutting, improve water quality, and enhance aquatic habitat in an area that supports flows and habitats in the National Park Service scenic river reach. . Grade stabilization and restoration structures have been designed and will be installed on a stretch of Sand Draw Creek facing serious erosion from ongoing stream bed degradation. This degradation damages aquatic habitat, causes groundwater levels to decline, degrades water quality, threatens the stability of the entire stream network, and will eventually threaten critical infrastructure systems. Design of the structures is complete and a pre-application meeting has been held with the USACE to obtain guidance in receiving a Section 404 permit. Installation of these structures are critical to watershed health. The certified engineering cost for the three priority structures has been determined at $3,347,000. Estimated total watershed management cost exceed $30,000,000.	$3,347,000
The WP2 flood control reservoir is a location where a NRCS grade stabilization structure was built to protect from stream erosion and was identified as a critical location for flood control in the Papillion Creek Watershed Management Plan. This site also is in a rapidly developing basin and is needed to provide flood control and water quality downstream through the West Papillion Basin. The drainage area to this structure is 679 acres. Annual benefits include flood damage reduction to property, infrastructure and utilities, flood insurance premium reductions, recreation benefits and property tax increases.	$11,409,000
Sanitary improvement District No. 1 in Clay County, Nebraska intends to reconstruct the water supply infrastructure that was originally constructed in the early 1940's to provide water service to the then newly-constructed Naval Ammunition Depot and which now provides water service to municipal and industrial customers, including approximately 25 businesses employing approximately 300 people. With the planned water supply improvements adjacent business and potential new business would be connected to the water supply system. The funds would provide the costs for construction of the water supply system containing approximately 6.3 miles of transit pipe and provide reliable water supply for fire-fighting capacity to the municipal and industrial customers that are served.	$1,750,000
Reliable irrigation water supply infrastructure is critical to maintaining the agricultural economy of Nebraska. Much of irrigation water supply infrastructure is aging and in need of upgrades to allow improved efficiency of the water and continued agricultural production. This key infrastructure also contributes to multiple water supply goals including enhanced groundwater recharge, stream augmentation, flood control, sustained crop production, preservation of wildlife habitat, and assisting with interstate compact compliance. Several shovel-ready projects exist for improving diversion structures, operational gates, and canal efficiency improvements (lining, distribution, etc.). This project would focus the distribution of funds into areas where water supplies are most vulnerable due to decreases supplies or increasing federal requirements for streamflow protection.	$5,500,000

Dangerous tonage and levee accredidation at stake	$3,700,000
City floods without operable gate- gate shuts down Union Pacific RR main line, currently the community puts logs in manaually to close hole	$400,000
Total	**$95,135,990**

CLEAN WATER STATE REVOLVING FUND (CWSRF)

Shovel ready - Omaha Projects - Combi

Community	Pop.	Project	Est. Cost
Omaha	446,970	Riverview Lift Station Facilities/Blake Street Lift Station	$18,130,000

Omaha	446,970	Burt Izard Lift Station Improvements (OPW 52472)	$16,000,000
Omaha	446,970	Saddle Creek Retention Treatment Basin (OPW 52049)	$85,000,000
Omaha	446,970	42nd & Q Street Sewer Separation	$2,500,000
Omaha	446,970	Lake James to Fontenelle Park	$8,000,000

Omaha	446,970	Forest Lawn Inflow Reduction Project	$19,000,000
Omaha	446,970	Hanscom Park Green Infrastructure	$3,600,000
Omaha	446,970	City of Omaha Flood Protection, Levee Certification, Relief Well Improvements	$6,300,000
Omaha	446,970	26th Street Bridge	$13,662,000
Omaha	446,970	156th Street	$16,514,000
Total			**$188,706,000**
		Shovel ready - Working	
Community	**Pop.**	**Project**	**Est. Cost**
Deweese	67	Clean and video collection system	$238,100
Cairo	785	Add two lagoon cells	$1,218,000
Lynch	245	Replace lift stations - Repair lagoon cell	$1,045,700

Ainsworth	1728	Sliplining and meter replacements	$1,700,000
Kearney	30,789	Solids dewatering	$4,075,100
Gothenburg	3,475	Sewer industrial are of town	$500,000
Comstock	92	New lift station and video remaining collection system	$407,100
Sutherland	1,286	RR Undercrossing repair	$325,374
Marquette	229	Lagoon rehabilitation	$354,200
Superior	857	Repairs and rehabilitation of several items at an aging WWTF	$241,000
Scotia	318	Treated wastewater land	$875,000
Total			**$10,979,574**
		Shovel ready - May need additional subsi	
Community	**Pop.**	**Project**	**Est. Cost**
Haigler	150	Reapair lagoons - slip line sewer	$682,350
Amherst	253	New lagoons	$1,000,000
Long Pine	305	Treated wastewater land application.	$1,051,900
Davenport	286	Sliplining	$175,470
Randolph	928	Repair oxidation ditch - WWTF	$340,000

Total			**$3,249,720**

~ Projects are listed in priority order by category ~

ned Sewer Overflows (CSO)
Comments
The existing Riverview Lift Station was constructed in the early 1960's and has been in continuous use for approximately 45 years. The existing lift station will be replaced with a new lift station to maximize conveyance of wet weather flows to the Missouri River Waste Water Treatment Plant, accommodate current and future dry weather flows from the Henry Doorly Zoo, and provide reliable conveyance for dry weather flow from the Martha Street, Spring Street, Grover Street, and Riverview Park subbasins. The Riverview Lift Station Replacement Project (RLSR) will have a firm capacity of 7 mgd and consists of the construction of the lift station, lift station site improvements, and the miscellaneous remote site improvements including the Lauritzen Gardens Diversion Structure flow meter install and modification, the existing Grover Diversion Structure modification, the existing Riverview Diversion Structure modification, the new Riverview Diversion Structure, the new Grover Street Diversion Structure, and the 42 inch conveyance sewer between the two new diversion structures. To facilitate conveyance of sewer flows from the Martha Street subbasin, a sewer upstream of the RLSR Project was planned and denoted as Martha to Riverview Phase II Sewer Project. To reduce cost and project risk, this sewer project has been replaced with the Blake Street Lift Station Project. The Blake Street Lift Station project consists of the construction of a small lift station, force man, influent gravity sewer, and site improvements. The Blake Street Lift Station will pump flow to the existing Grover Street Sewer. This existing sewer and associated new infrastructure constructed as part of the RLSR Project will convey sewer flows to the Riverview Lift Station.

The BILS was constructed in the 1960's as part of the South Interceptor Sewer Project. The existing lift station has grit removal basins, bar screens, and three pumps. The lift station is designed for a firm capacity of 50 mgd with two pumps in operation; however, currently only one pump is used at a time due to limitations with grit removal and screening to protect the pumps and downstream force main. The recommended lift station improvements consist of upgrades to the Grit Building, Bar Screen Room, and Lift Station, which will require electrical, structural, architectural, instrumentation, heating, ventilation, air conditioning, and process improvements. The facility will be designed to provide a reliable 50 mgd pumping system with redundancy for operations, including 2 bar screens capable of each handling 50 mgd and a pumping system with two duty pumps and one standby pump each provided with a variable frequency drive (VFD). The pump station will pump to the new South Interceptor Forcemain
The Saddle Creek RTB Facility is identified in the Omaha CSO Control Long Term Control Plan (LTCP) to provide for the treatment of combined sewer overflow discharges at CSO 205 – 64th and Dupont with 160 MGD capacity. The RTB will fully provide retention, primary treatment, and disinfection of up to 160 MGD. This capacity will provide a percent capture of 89% of flow, meeting the requirements of the permit (85% minimum). Flow between 160 MGD and 320 MGD will receive disinfection but not 30 minutes of detention time, equivalent to primary treatment. Combined sewage flow greater than 320 MGD will bypass the RTB resulting in a combined sewer overflow. The facility will include fine screening, grit removal, retention treatment basin,), disinfection/dechlorination, and effluent discharge to Little Papillion Creek. Combined sewage remaining in the basin will be pumped after a storm event to the combined sewer system for treatment at the Papillion Creek Wastewater Treatment Plant.
This project located in the Papillion Creek South Basin provides sewer separation to reduce basement back-ups in the residential areas and eliminate two Combined Sewer Overflows (CSO 207/208) that currently discharge overflows to the Papillion Creek system.
This sewer separation project in the Paxton Basin will provide partial sewer separation to reduce basement back-ups in the area and to direct separated stormwater to the expanded and renovated Fontenelle Park Pond. The Fontenelle Park Pond will provide attenuation of stormwater flows that will result in reduced CSO volume of overflows to the Missouri River. The renovated Fontenelle Park Pond will provide enhanced amenities around the pond for use by the neighborhood.

This sewer separation project will provide partial sewer separation in the Minne Lusa Basin to eliminate the perennial stream flow from entering the combined sewers and being treated at the Missouri River Wastewater Treatment Plant. The project will also provide sewer separation to reduce the potential of basement back-ups in the residential and commercial areas. Green Infrastructure is incorporated into the design to reduce the peak flows in the system and to provide enhancements to the residential areas.
Renovations to the Hanscom Park Pond will provide additional storage for attenuation of flows, reduction of peak flows downstream of the pond, and a reduction of the volume of overflows to the Missouri River. Upstream sewer separation was accomplished to direct stormwater to these green infrastructure projects in Hanscom Park.
The relief wells along the City of Omaha Missouri River Levee provide needed underseepage pressure relief during periods of high river levels or flood events to maintain the levee integrity. The relief wells were constructed in the 1950s and do not meet current USACE criteria. For this phase, the relief wells in Areas A and D1 (along the Missouri River North Levee and adjacent to the Eppley Airfield) are proposed to be replaced, the existing wells abandoned in place, and the collector piping replaced. This project will be accomplished in two phases.
This project will remove the existing pin and girder bridge which has reached the end of its useful life and replace it with a new low maintenance bridge. The intersection of 26th Street with Q Street will also be improved to provide channelized left turn lanes thereby improving safety for users at that intersection.
This project will widen the existing two lane section of 156th Street to a four-lane divided section with turn lanes at the major intersections. Blondo Street between 155th and 160th Street will also be widened from a two-lane section to a four-lane divided section, tying into the recently completed improvements to Blondo Street between 155th and Eldorado Drive (Phase 1). The project also includes the installation of a trail and storm sewers, ADA curb ramps, and street lighting.

; on funding

Comments
Clean and video collection system; reline, repair and install rip-rap on cell #1; convert cell #2 to a rapid infiltration basin.
Project will make the system into a complete retention.
The agency has been working with the community to make the project more affordable.

The project would include the reconstruction of Lift Station #7 and modification of Lift Station #4 and portable backup power installation. These improvements are needed for redundancy and to reduce chance of sewage backup. Sliplining work will preserve the integrity of the sanitary sewer system and minimize root intrusion. The meter replacements will update the system to radio read meters and assist the City in finding the source of the high water loss percentages found from water produced versus water sold.
The project would replace their old 1986 vintage Belt Filter Press with two new Screw Presses.

An extension of approximately 3,200 feet of 8 inch sanitary sewer will be constructed. In addition, 4 and 6 inch service lines will be constructed along with a lift station and 400 foot force main connecting to the existing collection system.

The Village's collection system, lift station and lagoon were constructed in 1962. The lift station has surpassed design life. 10% of collection system has bee videoed. The Village has seen declining populations.
Emergency loan - The project would replace their 10 inch sanitary sewer undercrossing of Union Pacific Railroad that is deteriorating and prevent a total collaspe of the main outfall to the wastewater lagoon system. The project will also include 3 new manholes.
The project would consist of resealing one of the two cell lagoons and adding riprap to both lagoons interior slopes which are severely eroded.
The project would repair and improve their trickling filter wastewater treatment plant. These are needed to improve secondary treatment efficiency and the ammonia removal capability of the treatment plant.
Land application site purchase and land application piping and equipment.

dy to get project to go through

Comments
Lagoons cells have grassed over and need resealed. Lagoon slopes also need reworked and protected with riprap. They have recently tabled the project due to the cost of project.
The Village has very high sewer flows.
A lift station and a forced main to pump treated wastewater to a storage cell. A storage cell with a pump and pivot irrigation system. Repairs to splitter box at existing lagoons. Drain for perched water at lagoons.
Currently the project is tabled due to cost.
The Village doesn't not qualify for loan forgiveness.

DRINKING WATER STATE REVOLVING FUND (DWSRF)

Shovel ready, priority ranked projec			
Community	**Pop.**	**Project**	**Est. Cost**
Wauneta	568	New wells and replace mains	$1,900,000
O'Neill	3,631	New water tower	$2,800,000
Fairbury	3,714	Water treatment plant and replace mains	$7,250,000
Milford	2,112	New well and replace mains	$1,750,000
Ogallala	4,543	New well and replace mains	$2,100,000
Pierce	1,739	New well	$500,000
Wisner	1,174	New well, replace water tower and replace mains	$4,500,000
Fullerton	1,259	New well	$1,000,000
Kearney	33,520	New water tower	$5,500,000
Grant	1,115	New meters	$500,000
Chadron	5,725	Rehab water tank and replace mains	$1,000,000
Total			**$28,800,000**

Shovel ready, priority ranked projects - May need addi			
Community	**Pop.**	**Project**	**Est. Cost**
Edgar	498	Treatment to address nitrate Administrative Order, replace mains and new meters	$2,500,000
Hadar	293	Interconnect with City of Norfolk due to coliform in shallow private wells	$2,040,000
Nehawka	204	Replace water tank, mains and meters	$1,200,000
Crete	6960	Replace water treatment plant, wells and new water tower	$23,000,000
West Knox Rural Water District	1587	New wellfield with transmission main, storage tank, pump station improvements and meters to supply Villages of Center and Niobrara	$2,426,433

Chadron	5851	New water tower, rehabilitate tank and well, replace mains and meters	$7,945,000
Total			**$39,111,433**

~ Projects are listed in priority order by category ~

:ts - working on funding

Comments
Needed due to arsenic administrative order
Needed to replace an old tower
Treatment needed due to nitrates
Needed due to nitrates
Needed due to nitrates
Needed due to arsenic
Needed due to selenium
To replace wells lost to selenium
Needed for additional water storage
Amendment to existing loan
Needed due the age of the existing infrastructure

tional subsidy to get project to go through

Comments
City with declining population, under enforcement action to address Nitrates, isolated with no realistic chance for consolidation, will be forever burdened with treatment operation costs, additional assistance on the capital improvements would be very helpful.
Located just north of a major Nebraska City, all homes are on private wells, would like to have a public water system with supply from Norfolk, but the major financial impacts with such a large project for a small Village, stop the community from moving forward.
Village's Engineer developed a planning document ~10 years ago. For a small Village, the cost of the project is daunting. It is known that a project will ultimately be needed, but will continue to wait until absolutely necessary. Additional assistance could help start this needed project.
Recently completed $12M wastewater treatment facility upgrade, and the City is paying for on-going upgrades to its' distribution system. Location of a private college, additional assistance would likely help start the necessary remaining major upgrades to the City's water system.
The District is ready, completed a 30% design through the Bureau of Reclamation's rural water supply program. That funding program ceased, no longer receiving any Federal funds. The project will likely remain on hold until some form of increased assistance is provided.

City's Engineer has developed a planning document, the water system is short on storage. Location of a State college, they have made consistent small steps in maintaining system and promoting City growth, will likely continue that small step path unless increased assistance is provided.

Message

From: Hansen, Heidi R (DNR) [heidi.hansen@alaska.gov]
Sent: 10/16/2017 10:23:45 PM
To: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]
Subject: Nice to reconnect for very different reasons!
Attachments: 2293 Transportation and disposal of vessels.pdf

Hey Byron -

I hope you're likely your work at EPA! I don't know whether Lesley mentioned to you or not, but I have moved to Alaska – took a job with the State as Deputy Commissioner for the Department of Natural Resources.

I wondered if you might be able to help me expedite an ask within EPA? Do you know to whom I would direct communications about the attached authority related to a sinking boat? If so, would you mind sending me their contact information?

I would be much obliged,
Heidi

Code of Federal Regulations
Title 40. Protection of Environment
Chapter I. Environmental Protection Agency (Refs & Annos)
Subchapter H. Ocean Dumping
Part 229. General Permits (Refs & Annos)

40 C.F.R. § 229.3

§ 229.3 Transportation and disposal of vessels.

Currentness

(a) All persons subject to title I of the Act are hereby granted a general permit to transport vessels from the United States, and all departments, agencies, or instrumentalities of the United States are hereby granted a general permit to transport vessels from any location for the purpose of disposal in the ocean subject to the following conditions:

(1) Except in emergency situations, as determined by the U.S. Army Corps of Engineers and/or the U.S. Coast Guard, the person desiring to dispose of a vessel under this general permit shall, no later than 1 month prior to the proposed disposal date, provide the following information in writing to the EPA Regional Administrator for the Region in which the proposed disposal will take place:

(i) A statement detailing the need for the disposal of the vessel;

(ii) Type and description of vessel to be disposed of and type of cargo normally carried;

(iii) Detailed description of the proposed disposal procedures;

(iv) Information on the potential effect of the vessel disposal on the marine environment; and

(v) Documentation of an adequate evaluation of alternatives to ocean disposal (i.e., scrap, salvage, and reclamation).

(2) Transportation for the purpose of ocean disposal may be accomplished under the supervision of the District Commander of the U.S. Coast Guard or his designee.

(3) Except in emergency situations, as determined by the U.S. Army Corps of Engineers and/or the District Commander of the U.S. Coast Guard, appropriate measures shall be taken, prior to disposal, by qualified personnel to remove to the maximum extent practicable all materials which may degrade the marine environment, including without limitation (i) emptying of all fuel lines and fuel tanks to the lowest point practicable, flushing of such lines and tanks with water, and again emptying such lines and tanks to the lowest point practicable so that such lines and tanks are essentially free of petroleum, and (ii) removing from the hulls other pollutants and all readily detachable material capable of creating debris or contributing to chemical pollution.

(4) Except in emergency situations, as determined by the U.S. Army Corps of Engineers and/or the U.S. Coast Guard, the dumper shall, no later than 10 days prior to the proposed disposal date, notify the EPA Regional Administrator and the District Commander of the U.S. Coast Guard that the vessel has been cleaned and is available for inspection; the vessel may be transported for dumping only after EPA and the Coast Guard agree that the requirements of paragraph (a)(3) of this section have been met.

(5) Disposal of these vessels shall take place in a site designated on current nautical charts for the disposal of wrecks or no closer than 22 kilometers (12 miles) from the nearest land and in water no less than 50 fathoms (300 feet) deep, and all necessary measures shall be taken to insure that the vessels sink to the bottom rapidly and that marine navigation is not otherwise impaired.

(6) Disposal shall not take place in established shipping lanes unless at a designated wreck site, nor in a designated marine sanctuary, nor in a location where the hulk may present a hazard to commercial trawling or national defense (see 33 CFR part 205).

(7) Except in emergency situations, as determined by the U.S. Army Corps of Engineers and/or the U.S. Coast Guard, disposal of these vessels shall be performed during daylight hours only.

(8) Except in emergency situations, as determined by the U.S. Army Corps of Engineers and/or the District Commander of the U.S. Coast Guard, the Captain-of-the-Port (COTP), U.S. Coast Guard, and the EPA Regional Administrator shall be notified forty-eight (48) hours in advance of the proposed disposal. In addition, the COTP and the EPA Regional Administrator shall be notified by telephone at least twelve (12) hours in advance of the vessel's departure from port with such details as the proposed departure time and place, disposal site location, estimated time of arrival on site, and the name and communication capability of the towing vessel. Schedule changes are to be reported to the COTP as rapidly as possible.

(9) The National Ocean Survey, NOAA, 6010 Executive Blvd., Rockville, MD 20852, shall be notified in writing, within 1 week, of the exact coordinates of the disposal site so that it may be marked on appropriate charts.

SOURCE: 42 FR 2489, Jan. 11, 1977, unless otherwise noted.

AUTHORITY: 33 U.S.C. 1412 and 1418.

Current through October 5, 2017; 82 FR 46424.

End of Document

Message

From: Brown, Eric (GOV) [BrownE15@michigan.gov]
Sent: 9/26/2017 9:47:54 PM
To: Cory, Preston (Katherine) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=bfd80b15f6d04a3ba11fc8ca3c85bc50-Cory, Kathe]
CC: Brown, Byron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=9242d85c7df343d287659f840d730e65-Brown, Byro]; Lyons, Troy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=15e4881c95044ab49c6c35a0f5eef67e-Lyons, Troy]; Mcbride, Bill (GOV) [mcbrideb@michigan.gov]
Subject: RE: Infrastructure Project Examples
Attachments: Shovel ready MI 2017.pdf

Byron, Troy, and Preston:
Thanks for the opportunity for Michigan to weigh in. I have attached an example list of drinking water and wastewater projects identified by the State of Michigan that would seem to meet the criteria you listed below. Please do not hesitate to contact me with any questions or for additional information.
--Eric

Eric K. Brown
Deputy Director, Federal Relations
State of Michigan – Governor Rick Snyder
Washington D.C. Office
202.624.5840 (office)
202.480.7235 (mobile)

From: Cory, Preston (Katherine) [mailto:Cory.Preston@epa.gov]
Sent: Tuesday, September 26, 2017 2:34 PM
To: Brown, Eric (GOV) <BrownE15@michigan.gov>
Cc: Brown, Byron <brown.byron@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>
Subject: FW: Infrastructure Project Examples
Importance: High

Eric,

Please see Troy's note below! Thanks for your help with this.

Regards,
Preston

From: Lyons, Troy
Sent: Tuesday, September 26, 2017 12:37 PM
To: Lyons, Troy <lyons.troy@epa.gov>
Cc: Brown, Byron <brown.byron@epa.gov>; Cory, Preston (Katherine) <Cory.Preston@epa.gov>
Subject: Infrastructure Project Examples
Importance: High

All—

I have copied Byron Brown, EPA's Deputy Chief of Staff for Policy who is coordinating EPA's contributions to the White House's infrastructure initiative. We are looking for specific examples of projects identified by governors as being

"shovel ready" but lacking funding – both lack of direct funding as well as lack of a revenue stream. Many of the states submitted these projects to the National Governors Association.

The examples could include traditional EPA infrastructure categories such as water treatment or delivery systems, but also other categories that are under the purview of other agencies.

We appreciate your assistance.

Many thanks,

Troy

Troy M. Lyons
Associate Administrator
Office of Congressional & Intergovernmental Relations
U.S. Environmental Protection Agency
202-309-2490 (cell)

State	Type	Description	Amount
MI	Water-DWRF	Watermain Replacement in Burton	$4,875,000
MI	Water-DWRF	Watermain Replacement Select area #3 within the Great Lakes Water Authority	$17,125,000
MI	Water-DWRF	Cured in Place Watermain Rehab in Southgate	$3,250,000
MI	Water-DWRF	Trowbridge Area Watermain Improvement in Marquette Twp.	$3,265,000
MI	Water-DWRF	Distribution System Improvements and Service Lead Replacement in Flint	$120,000,000
MI	Water-DWRF	Watermain and Meter Replacement in Muskegon Heights	$5,735,000
MI	Wastewater-SRF	Chemical Addition for Corrosion Control in Collection System in Macomb Co Wastewater Drainage District	43,535,000
MI	Wastewater-SRF	Replace and Improve MBR and Screening and Extend Relief Sewer in Dundee	$5,450,000
MI	Wastewater-SRF	Phase 2 for Influent Sewer Relief in East Lansing	$30,230,000
MI	Wastewater-SRF	Lift Station Improvements in DeWitt Charter Township	$2,000,000
MI	Wastewater-SRF	Biosolids Treatment, Dewatering, Storage and Septage Receiving at the Pontiac Drainage District Wastewater Treatment Facility	$33,0550,000
MI	Wastewater-SRF	CSO Improvements in St Joseph	$585,000
MI	Wastewater-SRF	Rouge River Outfall Disinfection at the Great Lakes Water Authority Wastewater Treatment Plant	$37,490,000
MI	Wastewater	Fraser sewer line collapse	Estimated at $100,000,000
MI	Nonpoint Source-SRF	Tree Plantings for Stormwater Retention and Pollution Control Within the Huron	$415,000

		River Green Infrastructure Drainage District in Ann Arbor	
MI	Wastewater-SRF	Pump Station and Lagoon Improvements in Lawrence	$2,840,000
MI	Wastewater-SRF	Combined Heat and Power Improvements in Kinross Township	$4,885,000
MI	Wastewater-SRF	Wastewater Treatment Plant Rehab and I/I Removal in Sewer Lines in Otsego	$2,185,000
MI	Wastewater-SRF	Collection System rehab and New Headworks at Wastewater Treatment Plant in Hudson	$5,000,000
MI	Wastewater-SRF	Sewer System rehab, Sectional and Full Cured in Place Pipeline Rehab	$5,935,000
MI	Wastewater-RD	Ludington, City – Sanitary Sewer Imp Phase III	$2,020,000 Loan
MI	Water – RD	Beulah, Village – Water System Imp	$3,978,000 Loan
MI	Water – RD	Manton, City – Water System Imp	$1,274,000 Loan/ $845,000 Grant
MI	Wastewater-RD	Iron Mountain-Kingsford Joint Sewage Authority – WWTP improvements	$5,470,000 Loan
MI	Water – RD	Bay Mills Indian Community – Water System Improvements	$2,000,000 306C grant
MI	Wastewater-RD	Bay Mills Indian Community – Sewer System Improvements	$2,000,000 306C grant
MI	Water – RD	Beecher Metropolitan District – Water System Improvements	$3,000,000 Loan/ $3,000,000 Grant
MI	Wastewater-RD	Clio, City – Sewer system improvements	$1,480,000 Loan/ $750,000 Grant
MI	Water – RD	Caledonia Township – Water system improvements	$3,000,000 Loan
MI	Water – RD	Montague, City – Water system improvements	$2,804,000 Loan

MI	Water – RD	Quincy, City – Water system improvements	$2,142,000 Loan
MI	Water – RD	Farwell, Village – Water system improvements	$1,257,000 Loan/ $1,026,000 Grant
MI	Water – RD	Gladwin, City – Water system improvements	$1,450,000 Loan
MI	Wastewater-RD	Saginaw County – Hemlock storm sewer	$8,800,000 Loan